

REMARKS

By the foregoing Amendment, Claim 1 has been amended. A marked up version of Amended Claim 1 showing the changes made is attached. Favorable reconsideration of the application is respectfully requested.

The Examiner objected to the drawings as not showing the element "10" referred to in the specification as indicating a landscape camera system. The proposed correction to Fig. 4 offered in the amendment of July 17, 2000 was not received, and it is respectfully submitted that this proposed correction was apparently inadvertently not attached to that amendment. A copy of Fig. 4 is attached herewith for the Examiner's review, showing a proposed addition in red ink of the reference number --10-- for the landscape camera system. Upon approval of the proposed correction to Fig. 4, Applicant proposes to submit formal corrected drawings.

Claims 1, 2 and 8 were rejected as obvious from Henderson et al. in view of Baker et al. The Examiner contended that it would have been obvious to one of ordinary skill in the art to provide "the features of a digital camera system, a plurality of video display modules, a video camera control module, and a plurality of personal control units as taught by Baker et al for the closed circuit television system for an aircraft of Henderson et al for

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the same well known flight entertainment purposes.” Claim 1 has been amended to recite “an in flight entertainment local area network providing audio and video output a video camera control module connected to said in flight entertainment local area network and a plurality of personal control units connected to said in flight entertainment local area network, each of said plurality of personal control units corresponding to respective ones of said plurality of video display modules and connected to said video camera control module for operating the video camera control module to independently select a desired field of view for each of said video display modules.”

Henderson et al. discloses an in flight entertainment video system with individual viewing screens, a remote camera and a single remote control unit in the flight deck of the aircraft for allowing a member of the flight crew to control the functional aspects of the system. Baker et al. discloses at column 13, lines 10-18, that with the main transform processor circuits collected into a simplified single image processing subsystem 80, multiple outputs may be generated from a single image source, allowing several scenes on different display devices or several windows on a single display. It is respectfully submitted that Henderson et al. and Baker et al. do not disclose, teach or suggest, or teach any motivation for providing a plurality of personal control units for operating the video camera control module and to independently select a desired field of view for each of the video display

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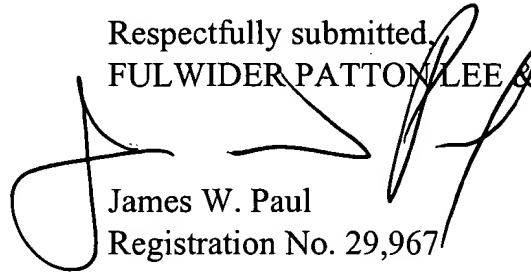
modules. The Examiner's conclusion that to do so would be obvious is thus clearly not based upon the references cited. At most the references suggest and provide motivation for providing a single control unit for allowing a member of the flight crew to control the functional aspects of the system, to provide multiple output views either on different display devices or on a single display. It is therefore respectfully submitted that invention as claimed is novel and inventive over the art cited, and that the rejection of Claims 1, 2 and 8 on the grounds of obviousness should be withdrawn.

Claim 3 was also rejected as obvious from Henderson et al. in view of Baker et al. However, it is respectfully submitted that since Claim 3 depends from Claim 1, the rejection of Claim 3 on the grounds of obviousness should also be withdrawn.

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In light of the foregoing, it is respectfully submitted that the application is in a condition for allowance. An early favorable action is respectfully solicited.

Respectfully submitted,
FULWIDER PATTON LEE & UTECHT, LLP



James W. Paul
Registration No. 29,967

JWP/rvw

Encls.: Marked up version of Amended Claim 1 to show changes made
 Proposed Correction to Fig. 4
 Return Postcard

6060 Center Drive, Tenth Floor
Los Angeles, CA 90045
Tele. No. (310) 824-5555
Facsimile No. (310) 824-9696

VERSION WITH MARKINGS TO SHOW CHANGES MADE

1. (Twice amended) A closed circuit television system for an in flight entertainment system for an aircraft, said system comprising:

an in flight entertainment local area network providing audio and video output;

at least one video camera providing a field of view forward and downward from the aircraft's centerline, said at least one video camera generating a digital video signal providing a plurality of video images;

a plurality of video display modules connected to said in flight entertainment local area network for selecting and displaying a selected video image;

a video camera control module connected to said in flight entertainment local area network, said at least one video camera and said plurality of video display modules for receiving said digital video signal and providing a plurality of selected video images to said plurality of video display modules, respectively; and

a plurality of personal control units connected to said in flight entertainment local area network, each of said plurality of personal control units corresponding to respective ones of said plurality of video display modules and connected to said video camera control module for operating the video camera control module to independently select a desired field of view for each of said video display modules.